

**DRAFT
RESOLUTION OF THE
CITY OF MINNEAPOLIS**

**Resolution supporting the completion of the
1996 Sound Insulation Program**

By Benson, Colvin Roy

Whereas, in 1996, the Minnesota Legislature made the final decision to continue the development of Minneapolis/St. Paul International Airport (MSP) in its current location and directed the Metropolitan Airports Commission (MAC) to implement the MSP 2010 Long Term Comprehensive Plan; and,

Whereas, with this decision, the Legislature also directed MAC to develop a noise mitigation plan which includes aggressive steps to mitigate aircraft noise and aid community stabilization for the affected communities; and,

Whereas, on October 28, 1996 MAC approved the MSP Noise Mitigation Committee recommendation including completion of the residential sound insulation program for the area encompassed by the 1996 DNL 65 contour on the currently approved schedule; and,

Whereas, the schedule contained within the Noise Mitigation Program was based on completion of the 1996 program by 2000 and the current program including single and multi-family residences should have already been completed; and,

Whereas, the MAC incorporated the Noise Mitigation Program into the Final Environmental Impact Statement on the Dual Track Airport Planning Process as a specific mitigation measure addressing airport noise and FAA incorporated the program as a condition of approval in their Record of Decision approving the current airport expansion; and,

Whereas, recognizing the fallibility of a projected noise contour and that noise may be significantly annoying to the population beyond 65 DNL, MAC adopted the block intersect method in 1995 and FAA concurred; and

Whereas, no new noise exposure map or noise compatibility program has been developed and no public participation has occurred in development of a new program nor can it be reasonably guaranteed that FAA will approve a new noise exposure map in 2003; and

Whereas, the current sound insulation program is entirely user funded through passenger facility fees and airport improvement program funds neither of which are costs borne by Northwest Airlines and the MAC's bond rating remains higher than "A"; and,

Whereas, Minneapolis City Goals include the reduction of negative environmental impacts of the Airport.

Now, Therefore, Be it Resolved, by the City Council of the City of Minneapolis acting by unanimous vote of its Intergovernmental Relations Committee that the following comments are hereby adopted:

The City of Minneapolis relied upon the commitments made by the MAC through the environmental process when the City endorsed the construction of Runway 17/35, and views further deferment of the current sound insulation program as an abrogation of MAC's commitments to affected communities and residents.

The City of Minneapolis urges the MAC to complete all eligible homes and multi-family residences in the 1996 program without further delay under the same policies that have been in place throughout the program.

The City of Minneapolis further stipulates that a last and final offer to enter the current program should be made to deferred residents no later than August 1, 2003.

The City Clerk of the City of Minneapolis is directed to submit this resolution to the Metropolitan Airports Commission before its meeting on May 19, 2003.